Neyyattinkara hospital were very often transferred. It should be ruled that doctors should be transferred only once in three years.

The constuction of the pathway from Payadu to Vellanad was incomplete. Of the total length of 4 miles, only one mile had been finished. The existing pathway was very useful to the inhabitants of Karod, Chevallur, Payad, Mazhavankod and other places but transport of articles along the trace was very difficult. The pathway should be completed without further delay and converted into a cart-road.

The need for repairing the Uruttambalam-Malayinkil road had been pressed at the previous session of the Assembly. Although a sum of Rs. 2,000 had been provided in the budget for this purpose, no money was actually spent. The allotment should be utilised without further delay and the road converted into a cart-road.

DEWAN'S REPLY: Mr. Padmanabha Aiyar, in regard to the first item of your representation, I know that the people have agreed to surrender the land free. An estimate has been drawn up for the construction of a road from the 4th mile on the Trivandrum-Kovilam road to the Pallichal-Vizhinjam road, and instructions will be given to the Chief Engineer to proceed with its construction as soon as the estimate is sanctioned.

As regards the metalling of the Balaramapuram-Vizhinjam road, an estimate for Rs. 5,730 has already been sanctioned to re-gravel the first four miles and the Chief Engineer hopes to have two miles at least done this year, and the rest as soon, after that, as possible.

I am afraid the Sub-Registrar's office cannot be removed from where it is situated as it is the most central part of the *pakuthies* there.

MEMBER: We only want that the name of the seal Balaramapuram be changed.

DEWAN: That can easily be done and I do not think the Assembly need trouble itself about it.

Then as regards the night-soil depôt I suppose somebody will be complaining, *i. e.*, if it is transferred from here to another place, the people of that locality will complain, and we shall never have the incinerator anywhere. That being the case, I am afraid I could not do anything about that.

MEMBER: Most of the people of the Trivandrum town come there for bath. I understand that elephantiasis and other nasty diseases break out as a result of constant bathing in the river water close by, which is said to be contaminated.

DEWAN: If you go to a doctor he will tell you the reasons for the disease. He will ascribe it to "philaria bacilli"; he will say that the incinerator method will destroy all bacilli.

As regards the construction of a bund to the east of the culvert at Korandikarai the Chief Engineer will send one of his officers to inspect the place with you and see what can be done.

The Administrative Board is very clearly of opinion that a hospital at Puvar is quite unnecessary as there is a well-equipped hospital six miles away at Neyyattinkara.

Regarding the completion of the lane from Payadu to Vellanad, the Chief Engineer says that an estimate has been submitted to Government about twenty days back; it is in various stages of progress.

MEMBER: I understand that no work is in progress.

DEWAN: It was only twenty days back he submitted an estimate to Government and as soon as it gets sanctioned he will begin the work.

91. Needs of the Trivandrum taluk.

MR. T. K. PADMANABHA PILLAI (*Member, Trivandrum taluk, Group I*) thanked the Government for opening a Police charging station at Poojapurai as a result

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of his representation last year and also for asking the Chief Engineer to prepare an estimate for the Petta-Kulattur road.

There was a lane starting from Kadakampalli Pakuthi Cutcherry and ending in the Anayara *yela*. The distance between that lane and the proposed Petta-Kulattur road was only a furlong. There were more than 150 houses along the lane and most of the dwellers there were ryots. They were put to much inconvenience in transporting manure and other things to their fields for want of a cart road. The lane should be converted into a cart road and connected with the proposed road.

The lane starting from the Lutheran Mission School in the Randamada *pakuthi* should be converted into a cart road. It was a very important lane leading to Perukada, Kaudiyarkunnu, Nantankod and other places. As, however, it was not fit for cart traffic, bullock-carts from Vattiyurkavu and other places and bound for the Perukkada market were forced to take a circuitous route. The lane, if made fit for cart traffic, would give easy access to the town to the inhabitants of the locality. It was sufficiently broad and no additional lands need be acquired for converting it into a cart road.

For want of a bridge across the Killiyar at the terminus of the above lane the people found it very difficult to pass along the lane from the eastern banks of the Killiyar, especially during the rainy season. A wooden bridge at least should therefore be constructed across the river at the place.

The Nedunkad road starting from Andiyirakkam ended at the Aiyranimuttam fields. There was hardly a furlong from there to the Kaladi road. But the two roads had not been connected and consequently the inhabitants of the locality found it very difficult to come to the town. School-going children, especially, were forced to stay at home during the rainy season when the fields would be flooded by the water from the Killiyar and Karamanai rivers. The Nedunkad road should be extended so as to meet the Kaladi road.

The Kochar, which supplies water to the *Padmatirtham* tank within the Fort was in a very insanitary condition, especially the portion from the place where it entered the Fort up to the Pazhavangadi street. There were many houses on either side of the *todu* and the people there used the water for washing clothes and cooking utensils and thereby rendered it impure. It was the impure water that passed into the tank and occasionally the water was used even for cooking and other purposes in the temple. That was eminently unsatisfactory. The Public Works Department should therefore be asked to cover that portion of the *todu* with cement slabs and provision for the same should be made in the next year's budget.

Passing on to agricultural needs, the member said that the Minor Irrigation Committee had submitted certain proposals, which should receive the careful consideration of the Government.

One more First Class Magistrate's Court at the Capital was a necessity as the existing First Class Magistrate had a heavy file. Formerly, there was the Taluk First Class Magistrate, but his place had been abolished and consequently, the First Class Magistrate's work had increased. Besides his criminal work, he had to assist the Dewan Peishkar in inspecting the treasuries and also to do *jamabandy* work.

DEWAN'S REPLY: Mr. Padmanabha Pillai, in regard to the road from Petta junction in the Kadakampalli *pakuthi*, the Chief Engineer has arranged to have the remaining portion of the work done soon.

Then as regards the coversion of the lane starting from the Lutheran Mission School, Randamada *pakuthi*, into a cart road, it seems to me that nobody appears to know anything at all about it. The Chief Engineer will depute an officer to go over the lane with you and see what can be done.

As regards the bridge over the Killiar, an estimate costing about Rs. 2,000 has been prepared. The Chief Engineer will arrange to put up the bridge as soon as he can get the money from Government.

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As regards the Nedunkad road, those fields are in any case subject to flood and if a road is to be carried through, it has to be carried over a high embankment which will make it expensive. There is an alternative road now. The people can go now from Karamanai to Kaladi *via* Talial.

MEMBER: It is very far away.

DEWAN: How far?

MEMBER: Two furlongs.

DEWAN: What is two furlongs? It is only one-fourth of a mile. It is not far.

MEMBER: The people will give the land free.

DEWAN: Well, in that case, the Chief Engineer will be asked to see what can be done.

As regards covering the Kochar, that is the business of the Municipality. You had better go and see your city fathers.

MEMBER: I got a reply from them. They shirk their responsibility and shove it on to the P. W. D.

DEWAN: I am afraid the Government cannot do the work of the Municipality. You wait on deputation on the Municipality and see whether they will not revise their former view. You get your voters to move the Municipality. I am afraid I cannot ask the voters to move on your behalf.

As regards the additional First Class Magistrate's Court, there is a proposal under consideration for a Munsiff-Magistrate's Court at Neduvangad. If that comes about it will give relief to the Trivandrum First Class Magistrate.

92. Needs of the Trivandrum Taluk.

MR. N. MADHAVAN NAIR (*Member, Trivandrum taluk, Group II*) represented that the Vettiod village road branching off from the Trivandrum-Quilon road at Vettiod near Kazhakuttam and joining the Shearam–Pottankod road at Kattaikonam was largely resorted to by people going to the Pattenkod market from Pallipuram, Kazhakuttam and other adjoining places. It was the shortest route from Kazhakuttam to Pottankod and was the only path leading to the Kaniyapuram railway station from Neduvangad, Vembayam, Pattenkod and other places. In spite of its importance and usefulness, the road was badly maintained and there were deep ruts in several places. Wheeled traffic was very difficult. It should therefore be repaired without delay.

About a furlong from the commencement of the above road, an irrigation channel called the Tettiyar leading from the Anattalchira in the Pallipuram *pakuthi* passed across it. During the monsoon months and soon after, the channel was full and not fordable. On either side of the road at that place there were paddy fields of vast extent called the Pallipuram and Kazhakuttam paddy fields, so that, during the rainy season, the whole place became an expanse of water. A small bridge across the *todu* was therefore absolutely necessary to facilitate traffic along the road.

There was a trace running from the 4th furlong, 8th mile, of the Trivandrum-Quilon road to Pottankod. Large numbers of people were using that trace, as being the shortest route to Potankod from Pangapara, Kulattur, Attippara and other places. It would be of immense benefit to the people if the trace was converted into a cart road.

The member next thanked the Government for sanctioning a lakh of rupees for the restoration of minor irrigation tanks in the Trivandrum taluk according to the suggestions made by the committee appointed for the purpose. Under communications, the committee had recommended the improvement of two roads, one of which was the sandy pathway leading from the Kaitamukku corner near the Petta market to the Veli lake. The total length of the pathway was 2½ miles, but the Government had sanctioned the conversion of only one mile *i. e.*, up to Udayinisvaram into a cart road. This was not enough and the difficulties of the people would not disappear unless the whole length be converted into a cart road. For a distance of

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